

MARCH 2017

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



MARCH 2017

ON THE COVER

"Terrific Taillight Treasure"
2016 Nationals, Baraboo Wisconsin

Photo Credit:
Rainer Hantschel (FCA #1636)
Denver, Colorado

CALENDAR OF EVENTS

MARCH 24-25, 2017
NINTH ANNUAL SOUTHERN COAST REGIONAL
PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter.

APRIL 21-22, 2017
LOUISIANA REGIONAL
GONZALES, LOUISIANA
Hosted by Bon Temps Chapter.
Registration form is at falconclub.com.

MAY 12-13, 2017
"VIRGINIA IS FOR FALCON LOVERS" REGIONAL
MIDLOTHIAN, VIRGINIA
Hosted by Virginia Chapter.
Use form in this issue to register.

JULY 12-15, 2017
2017 NATIONAL CONVENTION
SACRAMENTO, CALIFORNIA
Hosted by Pacific Region Chapters
of the Falcon Club of America.

Use form in this issue or register online at westcoastfalcons.com/vent/2017-falcon-club-of-america-national-convention/.

Please send your FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

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Visit Falconclub.com and use password imFCAiwi! to access technical articles.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

"Many FCA members are already trying to determine where and when the first car shows of 2017 will take place... and how to get away to participate!"

Father Time versus Mother Nature? Was that pesky Ground Hog right? Is there another month of winter or will there be an early start to spring? In the Midwest we get used to the challenges of late winter, but love it when an early spring surprises us. We're eagerly anticipating spring warmup so we can all get out, stretch, and do some window or top-down cruising again. Many FCA members are already trying to determine where and when the first car shows of 2017 will take place...and how to get away to participate!

One of the best things about those early springtime months can be warm garage meets or special chapter projects. These are both great opportunities for our FCA folks to get out and participate in some fun with those fantastic Ford cars and trucks we all love so much. Fellowship is one of the best rewards for us all and our club needs to continue to reach out to those who haven't heard of the FCA and all of the wonderful benefits of membership.

I would again like to challenge each FCA member to encourage someone new to join our ranks in 2017. Our national FCA Club and local chapters can all benefit from fresh ideas and new members this year, so again my President's challenge is issued to all of you. Hunt them down, seek them out, and bring them into our flock!

If you haven't already started preparing your ride for a run to a FCA Regional or this year's National Meet, you really better get busy. This year's National will take place in Sacramento, California, hosted mainly by our River City and

Sonoma County Chapters. I recommend making a list of things to take along. Additionally, put together a list of things to do or places to see along the way. I always make a wish list of things to pick up from our vendors or from Falcon friends in the swap area. Migrating in a "flock of Falcons" can be exciting too. Participation and the making of new friends is at least half the fun at our events.

The primary event hotel, the Lions Gate, has already been fully booked unless cancellations occur. The additional hotel, the Crowne Plaza, is now booking rooms for our event. It is a very nice facility that is only about five minutes away from the Lions Gate facility. Call 877-504-0054 for the Crowne Plaza, mention Falcon Club of America for our rate.

Early registration for the event and early reservations made with the hotels will assist the sponsoring chapters with advance funding for event reservations and extra clout with the event hotel management.

Our FCA Club Store will have many new shirts, trinkets, and hats. If you have suggestions for new items, please tell us now so we can check them out in time for our gathering.

Hope we all have a mild spring and have fun working safely on those Falcon and Ranchero projects. Hope to see you in Sacramento too! *Take care and Falcon on!*

—Cliff McKay (FCA #7987)
Peck, Kansas

Three Cedars Farm Cider Cruise...

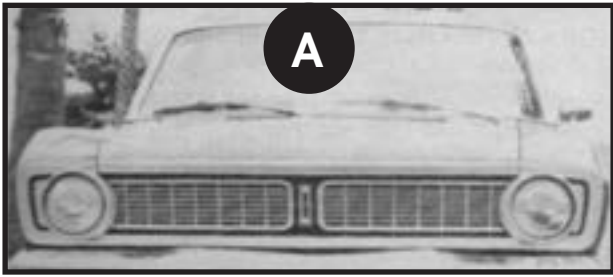


This year's Cider Cruise had the club traveling the rural roads of Oakland, Washtenaw, and Wayne counties to the Three Cedars Farm in Northville, Michigan. The Farm provided an excellent destination for cider, donuts, and fall color cruising. For the fourth year in a row, the cruise was blessed with spectacular Michigan October weather.

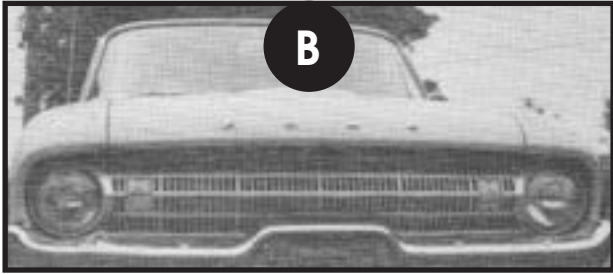
Following our visit to Three Cedar's Farm, the group enjoyed dinner at Karl's Cabin in Plymouth, MI and a great time was had by all.



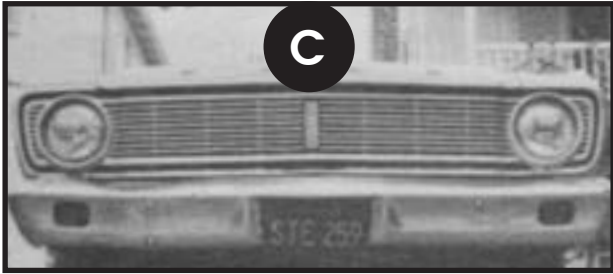




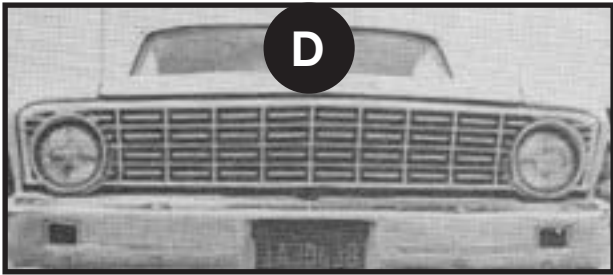
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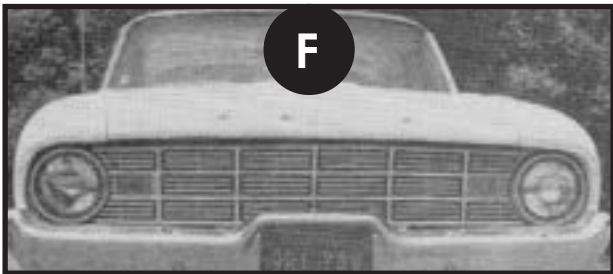
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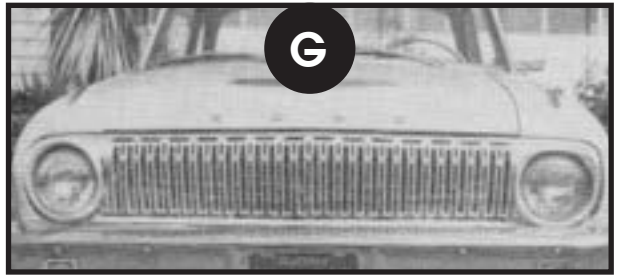
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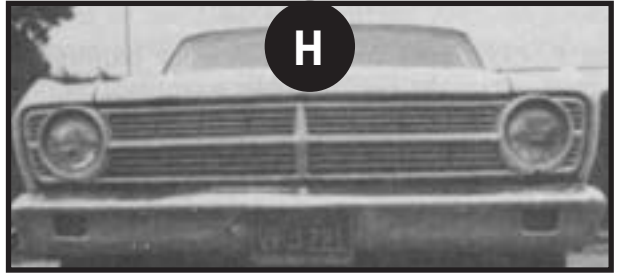
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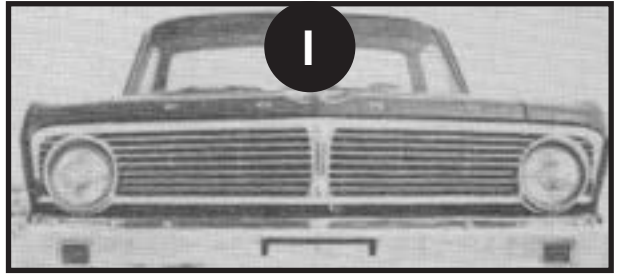
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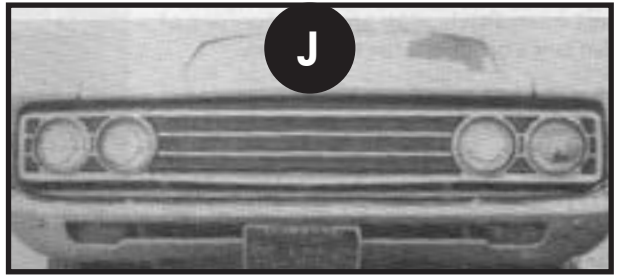
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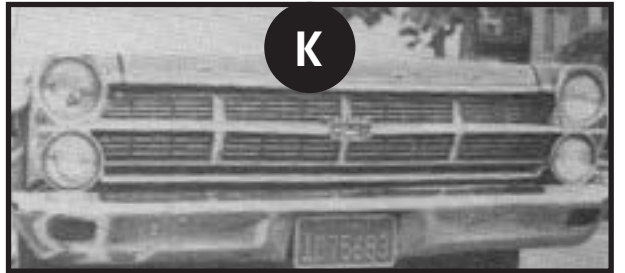
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L

MATCH THE FRONT END QUIZ

MATCH THE FRONT END QUIZ

Can you match the front ends on page 6 to the cars named below?

- _____ 1960 Falcon / Ranchero
- _____ 1961 Falcon / Ranchero
- _____ 1962 Falcon / Ranchero
- _____ 1963 Falcon / Ranchero
- _____ 1964 Falcon / Ranchero
- _____ 1965 Falcon / Ranchero
- _____ 1966 Falcon
- _____ 1966 Ford Ranchero
- _____ 1967 Falcon
- _____ 1967 Fairlane Ranchero
- _____ 1968–70 Falcon
- _____ 1968–69 Fairlane Ranchero

Photos and information from
FALCON the New-Size Ford
By Ray Miller

Answers on page 11.

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Bruce & Pam Wolfe's 1963 Futura Convertible



In 1970 I borrowed a 1963 Rangoon Red Sprint convertible from my older brother to take my girl to our high school prom. We were hooked on it and have always loved the 1963 Falcon convertible ever since.

In 1981 we bought our 1963 convertible. Its top was down and it was full of holes. It had no seats and the back bumper was missing. It had two flat tires. It did not run. We discovered when we got it home that two freeze-out plugs were popped out of the engine. I replaced the freeze-out plugs and got the engine running.

You may wonder why, with all those negatives, I bought the car. Oh, because there were so many positives things about it—the 260 V-8 with a four speed, bucket seats, and a body that was fairly straight with minimal rust. Still, the car sat for many years in the corner of our garage watching other less complicated and less costly project cars get worked on and finished.

Over the years the restoration of the convertible was a topic of conversation at family gatherings. Some comments were heard over and over—

When are you going to get the convertible finished? I want a ride in it when it's done? Are you waiting until you retire to finish the convertible? The retirement comment was actually the closest to reality as I finished the car in March 2016, then retired later that year in May.

There were lots of hurdles to cross over during its restoration. My first challenge came when sanding the dash to paint it. I discovered the bottom of the dash was rusted with several holes. Lucky for me I had a good parts car to supply the needs. I cut the bottom of the dash out and replaced it with the one from the parts car. The parts car was almost a clone but had major rust in the floors, torque boxes and lower body. I used many parts from that car and then scrapped it when the restoration was complete.

The next hurdle I faced was fixing a bad first paint job. The "Springtime Yellow" body was painted on a rotisserie; when the doors, fenders, hood, trunk and more were installed, we noticed the color did not match the rest of the body parts. It had to go back and be fixed. After a second paint job, it looked great and is now a show stopper.



The dash was rusted out and had to be replaced.



With our grandsons' help, it was a family affair as the Falcon came off the rotisserie.



What did the Falcon say to the Mustang?... "Who's your daddy?"



A special skid was made to bring home the 260 V-8, bored .030 over with 289 heads. Doug long tube headers and a Ford 4100 four barrel carburetor with a Ford cast iron intake complete the package.

I added a high output badge behind the 260 emblem.



Very early on in the project I bought some bucket seats, but did not realize that convertible and hard top seats were different. You guessed it... I bought the wrong ones.

If I can offer some advice to my fellow Falcon lovers, it would be to buy a car that is complete and running. You then know around 95 percent of the parts you need are there. This convertible was all I could afford at the time, but upon reflection, I wish I'd saved my money and then bought a more car in better shape. I would have been able to drive it sooner, even if in a less-than-desirable state.

My Futura is now a winner as it sports a four speed transmission, a "Hot 260 V-8," wire wheel spinner hub caps and proper bucket seats. It has a beautiful black interior and a black convertible top. The road of recovery for this now award winning Falcon Futura was well worth it in the end.

—Bruce & Pam Wolfe
(FCA #949)
Grantville, Pennsylvania

A coat of truck bed liner paint now covers the bottom.



Falcon Migration 2017

Falcon Migrations have been planned and executed (under this name, at least) since 2005. That year the Migration started in Ocean City, Maryland and followed US Highway 50 all the way across country to the Falcon Convention in San Ramon, California. It was seven days on the road, six nights in interesting towns along the way, with nightly activities planned for the Migrators. Six Falcons were at the first night's stay in West-by-God, Virginia and there were three times that number by the time we reached California. And a good time was had by all—even the guys towing trailers.

Now the 2017 Nationals are being held in Sacramento, California at the old McClellan Air

Force Base. Those of you in-the-know might suspect another US Highway 50 jaunt since 50 ENDS in Sacramento about 12 miles from McClellan. But that would be too easy. Since Migrators have used Highway 50 for at least two Migrations it is time for...*Something Completely Different.*

Falcon Migration 2017 will follow "The Great Northern," also known as US Route 2. This route stretches from Houlton, Maine all the way to Everett, Washington, a distance of more than 3,000 miles. Those of you with a detailed sense of geography will be noting that Route 2 does not in fact go coast-to-coast. It ends at the Canadian border in eastern

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... Something Completely Different

New York and does not re-start until the Upper Peninsula of Michigan. The connector on this Migration will be to cross New York on US Route 11 and New York Route 104, then enter Canada at Niagara Falls and exit Canada at Port Huron, Michigan.

The plan is to spend ten days and nine nights on the cross-country route and to have the Migrators in Everett, Washington on Monday, July 10. We will be crossing the states of Maine, New Hampshire, Vermont, New York, Michigan, Wisconsin, Minnesota, North Dakota, Montana, Idaho, and Washington. The Nationals start on the July 12th so we will have two days to drive down I-5 to reach Sacramento—a distance of approximately 800 miles.

Migration 2017 will begin on or about July 1 in Houlton, Maine. Expected overnight stops along the way will include Glacier National Park; Bonners Ferry, Idaho; Saint Ignace, Michigan; and many others. Planning for overnights is ongoing at this time.

This will be the only article appearing in *The National Falcon News* prior to Migration 2017. If you desire updates and more information about this event please contact Wagon Master Mike Garrett at msgarrett35@reagan.com or 301-803-0433. Leave a message I will get back to you!

—Mike Garrett (FCA #9256)
Poolesville, Maryland

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MATCH THE FRONT END QUIZ ANSWERS

Quiz on pages 6–7

- F** 1960 Falcon / Ranchero
- B** 1961 Falcon / Ranchero
- G** 1962 Falcon / Ranchero
- E** 1963 Falcon / Ranchero
- D** 1964 Falcon / Ranchero
- I** 1965 Falcon / Ranchero
- C** 1966 Falcon
- L** 1966 Ford Ranchero
- H** 1967 Falcon
- K** 1967 Fairlane Ranchero
- A** 1968–70 Falcon
- J** 1968–69 Fairlane Ranchero

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Launching The Red Rocket

Working on the Front End

After finishing the work on the rear end of "The Red Rocket," I moved on to the front end. Billy Pope had installed many new parts, but as part of our deal, he got to keep most of them. So he removed most of the new parts and the old original parts were put back on. As you can see, the old parts needed some updating.

The removal of the old parts was pretty routine, although I have never experienced the inner wheel bearing and seal sticking to the spindle before.

Everything looked a lot better after some cleaning, painting and installation of the new parts. One part that I replaced and not just cleaned up or painted was the center link. Six cylinder center links have ball joints on each end just like a tie rod end and are a wear item. In addition, factory center links do not have zerks and cannot be greased.



I prefer to replace center links with new parts.



A Series by Jeff Schira

If you haven't already, be sure to read last month's "The Back Story," the first installment in the series.



One extravagance I have allowed myself is installing new bolts. I buy the correct bolts from AMK Products and they are not that expensive. I save a lot of time not cleaning and chasing the threads on the old bolts. Over time, I have found that many of the factory bolts have been replaced with what I call "floor sweepings." These nuts and bolts are so far off the originals, I can only conclude that the mechanic must have walked around the shop and picked up odds and end pieces from off of the floor and tried to pass them off as actual fitting parts.

With the suspension all completed, I finished up with all new brakes, including new drums. I will be using slotted aluminum wheels, and the drums will show through the slots so I painted the drums with flat black header paint.

All that was left then was a trip to the front end shop for an alignment and the front end was done.

—Jeff Schira
(FCA #6235)
Arlington, Texas



FALCONS FOR SALE



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Borgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers.

Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and info., please look at my website, tweetrevenge.com. Many Falcon Club members may remember the car from the Nationals in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 170312



1962 Ranchero, rebuilt 302 V-8, rebuilt C4. Mustang II front end, sub frame connectors, headers with dual exhaust, and front disc brakes with dual master cylinder. Many new parts and fresh clear coat paint. \$14,795. Don Quaintance, cdq4795@comcast.net, 520-743-7250, Tucson AZ. 170212



1962 Falcon wagon for sale. Want to sell whole, as is. Many good parts. Could be restored. NO REASONABLE offer refused. Donna Card, 207-740-7015, dlcard55@gmail.com. ME. 170310



1964 Econoline pickup, 351 cubic inch engine, automatic. Mounted on a 1991 Ford Bronco 4WD chassis. Everything is new—engine, brakes, complete rear end, master cylinder, etc. Four wheel drive. Asking \$22,500. Richard Freeman, 785-220-2427. KS. 170310

1964 Falcon Sprint convertible, red on red with new black top. 260 V-8, dual exhaust, four speed, bucket seats, original interior. Sprint tach, AM radio, power steering, factory air. Four new red line tires with new sticker spare. Completely rust free. First Place winner at Dover and Dearborn Nationals. READY TO SHOW! \$35,000 OBO. Dick Gutermuth, 410-557-4525. MD.

161209 1965 Ranchero, new red paint, new upholstery, chrome on bed, new brakes, runs good, \$4000. 1965 Mercury Caliente, disassembled and ready to paint. New floor pans, nice body, no dents, one owner, \$3,500. Robert, 806-683-3550. TX. 170117

1965 Mercury Caliente with extra parts, \$3,500 OBO. 1964 Mercury Comet four door with air, \$2,500 OBO. 1964 Mercury Comet station wagon, \$2,000 OBO. Bob, 806-683-3550. Amarillo, TX. 170302

1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V-8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V-8 three speed, \$2,500. 1963 Deluxe station wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org.



1965 Squire Wagon four door, V-8, four barrel, three speed manual on column. Light blue exterior, two tone blue interior. New carpet and new upholstery. Power tailgate, luggage rack and wind deflectors. New shocks, brakes, tires, carb, and muffler. Original miles 134,500 with only 8,000 on new motor. Asking \$6,500. Shown at the 2016 FCA Nationals. Call Robert at 417-298-7852 or crowfarm52@yahoo.com. MO. 161120

CAR WANTED



I'm interested in finding out if the 1963 Sprint Hardtop with vinyl roof like the one from the cover of the "Falcon for '63" brochure exists. If you own one or know someone who does call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170305.

PARTS FOR SALE

1963-65 Falcon grilles; 1965 Mercury Caliente grille; 1963 Falcon console. Lots of chrome for Falcons inside and out. Four speed six cylinder transmission with linkage, V-8 four speed top and side loaders. Luggage rack, hubcaps, windows, chrome, hoods, fenders, trunk lids, front ends, automatic transmissions, and much more. Bob, 806-683-3550. Amarillo, TX. 170302

1964-65 Falcon parts: parking brake assembly, \$15; small block V-8 original style air cleaner, \$20. Right side factory header from 1965 Fairlane, \$10; original 1964 Sprint gas tank, \$100. 1965 Ranchero gas filler tube, \$10; fender emblems for "302" V-8, \$7; heater switch, \$7; dash heater control plate, \$6; hardtop dome light bezel, \$3. Can e-mail photos upon request. Contact Steve at 562-595-1876 or e-mail: SteveWT324@aol.com. Long Beach, CA. 170308

—Continued on page 18

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MILE-HIGH TREASURES

Len Kellogg (FCA #32720) of Loveland, Colorado shot these photos at Speedway Auto Wrecking.





Speedway Auto Wrecking, a Mile-High Treasure

By Gregg Merksamer, *Old Cars Weekly*
December 21, 2007

While its mile-high elevation is common knowledge, many visitors might be surprised to learn that Denver, Colorado and its environs, are officially situated in a semi-arid, high desert environment. This is, of course, nothing but good news for those who head west in search of parts for their restoration projects.

Just how good the sheet metal can be in the eastern shadow of the Rocky Mountains is epitomized by Speedway Auto Wrecking, a virtual El Dorado of vintage iron. Enthusiasts might get lost for a time en route to the front doors at 4394 Weld County Road 12, but this is one case where perseverance is richly rewarded.

Roland K. Cochran founded the business in 1968, and current manager Bill Renoad estimates that there are 7,500 vehicles dating back to the 1940s on the 55-acre property. Not only is the inventory replenished periodically through purchases from auctions and tow companies, the place is exceptionally well organized with different sections of the yard devoted to a single make, or sometimes even model, largely in chronological order. Freely roving herds of sheep and longhorn cattle keep the weeds at a manageable height.

Even though it's a strictly cash business with no shipping services or web site, Speedway has an international word-of-mouth reputation that's attracted hobbyists from as far off as Canada, Sweden, and even Australia. Renoad recalled, for example, a time when "we were pulling 350 Chevy motors right and left for a British customer who was building 50 Cobra replicas." In spite of the strong financial incentive that record steel prices are currently offering to crush cars, Renoad declares that, "with old stuff, there is always something that somebody needs, even if it looks like a frame and a shell. Our philosophy is that, if the car is complete, we try to keep it together and let someone bring it back to life."

Due to the time this article was written, some of the facts may have changed. — Editor

—Continued from page 15

NOS parts: C0DF-13206-B, front park/turn signal lamp housings, \$120 for the pair. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assembly, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A transmission control switch and wire assembly, \$15. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$30 each. C0DD-5A283-F, exhaust hanger, \$15. C0DZ-1126-B, rear brake drum, \$80. C0DZ-2A094-A, brake shoe hold down kit, \$12. C0DF-12370-A, Autolite vacuum control, \$18. C0DF-13304-A, turn signal plate, \$15. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Many more parts available. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO. 170303

1964 Falcon Sprint seats, all original and professionally re-upholstered. These seats were re-upholstered about 12 months ago by their present owner Diamond Auto Upholstery. The seats were to be factory replicas but the owner decided to do something "better." The result is not factory exact, but very close and the the quality of the finished product is outstanding. All seats are from a 1964 Falcon Sprint; therefore, these seats will fit other Fords so be sure of your application. The rear seat is also original to the '64 Falcon Sprint and matches the front buckets perfectly. Note: The front buckets are without hinge covers, which are available, or attaching seat rails. \$995. Call or email Steve, 541-440-2697 or theobrowns@charter.net for more information or photographs. Roseburg, OR. 170310

Two speed auto transmission out of a 1962, six cylinder Falcon, \$125. Four red/white/blue hubcaps in good condition, \$15 each. Used torque converter from 1974, C4, 302 cubic inches, \$40. Contact Ed at egreene40@yahoo.com or 401-741-1181. RI. 170210

1963 Falcon Futura convertible parts—selling as a lot Front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Make offer. Oliver Jergensen, 360-631-8213. WA. 170303

NOS parts for sale: 1960 grille, \$195; 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 ea, 1960 deluxe wheelcovers, 13", \$195 set of four, 1962-63 Deluxe-Squire wheelcovers, 13", \$195 set of four. Also good used 1962-63 Deluxe Squire wheelcovers, \$40-\$100 per set based on condition. 1962-63 Squire wood grained gas cap, in the box, one left, \$295. New hardtop bucket seat upholstery, tan, front and rear seats, \$300 for the set. Nice Used: four Sprint tachs, tested and working \$195-\$495 each. Good 1960 grille with a scratch, \$95; two 1961 grilles, \$150 and \$225. 1963 headlight doors, \$50-\$95 a pair, 1962 grille

in good shape, \$395, nice headlight doors with shelf wear, \$95 ea. Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$250-\$450 exchange. Good used hardtop windshield trim, \$175; driver quality. 1964-65 six cylinder power steering system, stored outside and will need work; VERY RARE, \$495 as is. Convertible bucket seats with correct seat tracks/risers, in need of total restoration, red, \$600; blue, \$800. 1966-67 power steering system, steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is; may fit 1968-70 as well. Two Narrow Pattern Toploader four speeds—one for 1964½ Mustang; it can work in a Falcon but needs the Falcon tailshaft housing, transmission is rebuilt, \$995. One Narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, with factory shifter, \$495. Single chrome Ranchero trim set, \$595, no gas cap but they are reproduced now. 1962-65 trunk locks, good used with serviced locks and new keys, \$95-\$195. 1961-70 station wagon tailgate cranks with serviced locks and new keys, \$100-\$300; 1966 Ranchero topper; RARE survivor, needs work, \$200 as is. 1964-65 Futura door badges, repainted plus good chrome, \$20 a pair. 13" and 14" wire spinner hubcaps, all grades: restored, good used, and driver quality, levels #1-4, \$150-\$550 per set based on condition. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call or email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@atlpbroadband.net or 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 170309

1960 NOS Falcon grille, \$199. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A \$65. 1962-63 NOS Falcon/Comet cowl, \$275. 1963-65 NOS Falcon grilles and headlight assembly, \$1,399. 1964-65 Falcon Sprint air cleaner with PCV tube on top of air cleaner, \$499. 1964-65 Falcon/Comet Ford under dash AC unit with all brackets, condenser, filter, belts, \$699. 1962-63 Falcon dash pad S.S. trim, \$165. 1964-65 Falcon dash pad S.S. trim, \$165. 1962-63 Falcon hood ornament, re-chromed, \$199. 1962-63 Falcon hood ornament, black powder coated \$125. 1963-65 Falcon/Comet four speed shifter, \$195. 1963-65 Falcon/Comet four speed steering column, \$175. 1963-65 Falcon/Comet four speed tunnel, black powder coated, \$599. 1963-65 Falcon/Comet four lug, chrome slotted, 14" wheels and B.F. Goodrich tires, \$899. 1963-65 Falcon/Comet six cylinder valve cover, black powder coated, \$175. 1965 NOS Falcon Ranchero/Wagon gas cap, \$229. 1963-65 ACC new gold carpet, hardtop, Ranchero, wagon, front and back, \$119. More NOS and used Falcon parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 170313

All NOS: C2DZ-17696-A Falcon outside mirror, \$100; mirror with water stain on Falcon emblem, \$75. Ford 260 V-8 emblem in box, \$65; C2DZ-10883-A temperature gauge, \$50. Six cylinder original Ford rocker shafts, \$45 each. C6DZ-6206081-A glove compartment lock and keys, fits 1964-65 Falcon and Mustang, \$65; C7DZ-15052-A cigarette lighter, excellent chrome, \$50. C3DZ-13208-A parking light lens, amber, \$30 pair, two sets, fit Fairlane and Falcon. Original Ford left and right door handle pads, four pieces, fit 1960-65 Falcon, \$25. All prices plus shipping. John Simone, 413-527-8502. MA. 170108

1963 convertible hood and three fenders, \$100 all, grille, \$75. Two taillight assemblies, \$50; radiator, \$25. Two blue door panels with speaker cut-outs, \$25; blue dash pad, \$25. Dark blue molded carpet kit, \$25; front bumper valance, \$10; rear bumper, \$25. I have pictures. Mark, 508-280-8046, wecamp1@comcast.net. MA. 170213



1963 Ford Falcon Futura complete 170 six cylinder engine with two speed automatic transmission. Mint condition with 63,000 original miles. \$500 OBO. Pick up only. Call or email Richard at 301-873-4777 or wrbpb@inbox.com. MD. 161001

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. MO. 160707

PARTS WANTED

Window seals for the stationary rear windows in the rear doors of a 1965 Ford Falcon Station Wagon. Please call Glenn Hoff at 215-721-2762 or email hoff.sandy@yahoo.com. PA. 170207

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all; partial sets, individual pieces are OK. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 170309

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170202

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 170303

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA 170305

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70 \$59.95 each. 1963 Owners Manual, \$14.95 Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077 or Alex@books4cars.com. WA. 170101

WHERE IS MY AD?

Please resubmit your classified ad each month that you would like it to run.

Visit *Falconclub.com* for events and technical articles.

Use password imFCAiwi! to access tech articles.

You Ask...We Try To Answer

If you have a question for our Tech Guys, email our Head Tech Advisor Bruce Wolfe at afutura@verizon.net.

Oh No! My Heater Core is Leaking.

Many of you may have faced this scenario. You are taking your Falcon out for cruise and you sniff that familiar smell of anti-freeze. You don't see any steam coming from under the hood. You look down and your carpet is getting wet on the passenger's side. Okay, now you realize the heater core is leaking. Hopefully it is not leaking too badly and you can throw a towel on the floor and turn around and make it home. Your cruise is now over and your plans have changed.

If you have just a few parts and a screw driver you can put a band aid on the problem and continue on your way. If you have the 1966 to 1970 Falcons, all you need is a screw driver and a short piece of one-half inch copper tubing, about three to four inches long. This short piece of tubing will be used to bypass the heater core.

The heater core hose clamp connections on the 1966 to 1970 Falcons can be accessed from under the hood. **Be sure to let the complete cooling system cool down before opening the radiator cap to relieve the pressure.** Once the pressure is gone you can remove the two heater hose connections and insert the copper tubing into the hoses going to the engine to bypass the heater core and tighten the clamps. You can now continue your cruise or get on your way to the car show.

If you own a 1960 to 1965 Falcon, the heater core hose clamp connections are not exposed under the hood. They are in the passenger compartment under the dash. These connections are very difficult to access. You have two options to choose from to fix this issue.



Here is a question for one of our Tech Guys or member. We'll try to answer this in a future issue.

Q.

I am looking for a solution to the rubber that holds the small stationary glass in the rear doors of 1963 station wagons. Anything close, creative solutions would greatly be appreciated.

—Taj Dufour
tadufour@yahoo.com

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OPTION #1 In this option you have to sacrifice or shorten both heater hoses to eliminate your leaky heater core. You will need a screw driver, a knife to cut the heater hoses, two hose clamps and a short piece of one-half inch copper tubing about three to four inches long. **Be sure to let the complete cooling system cool down before opening the radiator cap to relieve the pressure.** Once the pressure is gone you can cut the two heater hoses at the fire wall. Cut them as close to the firewall as possible. Cutting them close might allow using them with the new heater core. Okay, now you can insert the copper tubing into the hoses going to the engine to bypass the heater core and tighten the clamps. Now you can continue on your way.

On both options it would be helpful to use some zip ties or a bungee cord to secure the loose hoses. You don't want them making contact with the exhaust system.

—Bruce Wolfe
FCA Head Technical Advisor

OPTION #2 In this option you will not have to sacrifice or shorten both heater hoses. This option should work for all Falcons. You will need a screw driver and about two feet of heater hose. This length of hose should work for the straight six cylinder engines and the V-8s. In this option you need to remove both heater hoses where they connect to the engine. **Be sure to let the complete cooling system cool down before opening the radiator cap to relieve the pressure.** When removed, connect the two foot piece of heater hose to the two heater hose connections on the engine. Tighten the clamps and you are back up and running with the band aid. If you also have the piece of copper tubing you can connect it to the two hoses coming from the heater core. No clamps required. This will eliminate the antifreeze from leaking from the hoses and the heater core.

TIP Solder a cap on one or both ends of the copper tubing. This will act as a plug so you don't lose large amounts of antifreeze while switching the hoses around. The cap will also make a tighter connection when clamped.



CHAPTERS BY REGION

Pacific Region

Regional Director **Monte Brachmann**
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER
BAKERSFIELD, CALIFORNIA
Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA
John Lissandrello
18429 Ruby Lane, Morgan Hill, CA 95037
408-628-7397
sectreas@goldengatefalcons.com
Meet second Saturday odd months

MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for
meeting info.

RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON
Roger Moore
16 143rd Street, SE, Lynnwood, WA
206-290-3093
Meet bi-monthly Jan–Nov, 7:00 PM.
University Burgermaster, 3040
NE 45th St., rainierfalcons.com

RIVER CITY FALCONS CHAPTER
SACRAMENTO, CALIFORNIA
Steve Hobart
9845 Sleepy Hollow Court
Stockton, CA 95209
209-957-0974
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS
FOR FUN CHAPTER
SANTA ROSA, CALIFORNIA
Al Aiello
5915 Chandler Ct.
Santa Rosa, CA 95409
707-539-2860

Meet first Thursday monthly
SOUTHERN CALIFORNIA CHAPTER
Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meetings TBA

North Central Region

Regional Director **Jack Ellis**
17860 168th St., Basehor, KS 66007
816-806-1806

GATEWAY CHAPTER
ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlbmac357@gmail.com
816-806-5102
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER
Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday
Inn, 17201 Northline Road, Southgate, MI 48195

NORTHLAND CHAPTER
No leadership at this time.

GREATER OZARKS CHAPTER
SPRINGFIELD, MISSOURI
Jerry Kendall
953 Burk Road, Highlands, MO 65669
417-761-2677
Meet second Sunday even months, 2 PM, Panera
Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director **Frank Bell**
720 San Antonio Tr., Mansfield, TX
817-480-2365

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Samuel Dickinson
4005 Nockenut Road, Seguin TX 78155
210-626-2050
Meet second Sunday monthly
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Wally Tirado
7801 Alma Dr., Ste. 105-104
Plano, TX 75025
Meet third Saturday. Time and place set at
previous meeting.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER
OKAHOMA CITY, OK
Doug Browning
660 S. Henney Rd., Choctaw, OK 73020
405-820-4808
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly, Prince's Drive=in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Ron Brown
4147 SCR 31, Ft. Lupton, CO
303-857-9360

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888

Meet third Friday monthly, 303-857-9360

WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498

Meet quarterly. Call for details.

South Central Region

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898

Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131

Meetings TBA

GULF STATES CHAPTER

GULFPORT, MISSISSIPPI
Mike Sigler
14475 S. Big Hill Road, Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321

Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER

LOUISVILLE, KENTUCKY
No leadership at this time.

FRONTIER CHAPTER

PARIS, ARKANSAS
Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

North Eastern Region

Regional Director John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799

ERIE CANAL CHAPTER

AURORA, NEW YORK
Mike Barren
1310 E. Blood Rd., Cowlesville, NY 14037
Meetings TBA

HOOSIER CHAPTER

GREENWOOD, INDIANA
Dan & Jan Brancolini
2112 Wood Stream Dr., Avon, IN 46123
317-374-3580

Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER

CARLISLE, PENNSYLVANIA
Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054 • 215-234-8833
Meetings TBA

NORTHEAST CHAPTER

RI, CT, MA, VT, NH, ME
Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
location and time.

OHIO VALLEY CHAPTER

TRENTON, OHIO
John Howard
3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Ingli
44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
Meetings TBA

THE WESTERN PENNSYLVANIA CHAPTER

PITTSBURGH, PENNSYLVANIA
Bob Smith
421 Shelbourne Dr.
Pittsburgh, PA 15239 • 905-335-2834
Meetings TBA

South Eastern Region

Regional Director Dave Wagner
7111 Wolftever Landing Dr., Harrison, TN
423-243-3525

BLUE RIDGE CHAPTER, SOUTH CAROLINA

Ron Styles
2100 Tigerville Rd., Tranelers Rest, SC 29690
864-834-3693

Meet third Sunday monthly; Greer, SC; 864-879-1060

CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt
6477 Mount Pleasant Rd. S., Concord,
NC 28025
704-792-2122

Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Ricky Kerbow
166 Crowell Road SE, Conyers, GA 30094
770-560-3964

Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990

Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442

Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865-856-3030

wrjr57@comcast.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER

MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322 • 757-646-3222
Meet second Sunday of March, June, September,
December. See website for locations.

Coil Spring Chart for 1964 Falcons (Base Part #5310)

Jeff Schira (FCA #6235) compiled this chart. Coil Spring Charts for 1960–1963 Falcons was published in the November 2016 issue. The 1965 Falcons chart will be in a future issue.

Year	Model	Engine		Transmission			M/S	P/S	A/C	Markings	Code Number	Normal Load	Number of Coils	Wire Diameter	Free Length	Part Number
		Cyl	CID	3-spd	4-spd	FM2										
1964	54A,B,D	6	144	3	4		M	P		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	54A,B,D	6	144			A	M	P	A/C	Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	54A,B,D	6	144	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	54A,B,D	6	144			A		P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	54A,B,D	6	170	3			M	P		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	54A,B,D	6	170		4	A	M			Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	54A,B,D	6	170	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	54A,B,D	6	170		4	A		P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	54A,B,D	8	260	3	4	A	M	P		Brown	32	1460	8-3/4	.585	14-1/4"	C30Z-AA
1964	54A,B,D	8	260	3	4	A	M	P	A/C	Gray	33	1585	9	.605	14-1/4"	C30Z-AB
1964	59A	6	144	3			M	P		Red	36	1196	9-1/2	.560	15"	C30Z-Y
1964	59A	6	144		4		M			Red	36	1196	9-1/2	.560	15"	C30Z-Y
1964	59A	6	144	3			M	P	A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C30Z-Z
1964	59A	6	144		4	A	M	P		Yellow	37	1275	9-1/4	.570	14-1/2"	C30Z-Z
1964	59A	6	144		4	A	M		A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C30Z-Z
1964	59A	6	144		4	A		P	A/C	Silver	35	1370	9	.585	14-1/4"	C30Z-U
1964	59A	6	170		4	A		P	A/C	Silver	35	1370	9	.585	14-1/4"	C30Z-U
1964	59A	6	170	3			M	P		Red	36	1196	9-1/2	.560	15"	C30Z-Y
1964	59A	6	170		4	A	M			Red	36	1196	9-1/2	.560	15"	C30Z-Y
1964	59A	6	170	3			M	P	A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C30Z-Z
1964	59A	6	170		4	A		P		Yellow	37	1275	9-1/4	.570	14-1/2"	C30Z-Z
1964	59A	6	170		4	A	M		A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C30Z-Z
1964	59A	8	260	3			M	P		Silver	35	1370	9	.585	14-1/4"	C30Z-U
1964	59A	8	260		4	A	M			Silver	35	1370	9	.585	14-1/4"	C30Z-U
1964	59A	8	260	3	4	A	M	P	A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C30Z-AA
1964	59A	8	260		4	A		P		Brown	32	1460	8-3/4	.585	14-1/4"	C30Z-AA
1964	62A	6	144	3	4	A	M	P		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62A	6	144	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62B	6	144	3	4		M	P		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62B	6	144	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62B	6	144			A	M			Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62B	6	144			A		P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62D	6	144	3			M	P		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62D	6	144	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62D	6	144		4	A	M			Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62D	6	144		4	A		P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62A,B	6	170	3	4		M	P		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62A,B	6	170	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62A,B	6	170			A	M			Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62A,B	6	170			A		P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62D	6	170	3			M	P		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62D	6	170	3	4	A	M	P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62D	6	170		4	A		M		Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	62D	6	170		4	A			P	Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	62A,B,D	8	260	3	4	A	M	A		Brown	32	1460	8-3/4	.585	14-1/4"	C30Z-AA
1964	62A,B,D	8	260	3	4	A	M	P	A/C	Gray	33	1585	9	.605	14-1/4"	C30Z-AB
1964	63B	6	144	3			M			Tan	48	1370	7-1/2	.585	13-1/8"	C40Z-A
1964	63B	8	260	3			M			Brown	32	1460	8-3/4	.585	14-1/4"	C40Z-AA
1964	63B	8	260	3				P	A/C	Gray	33	1585	9	.605	14-1/4"	C40Z-AB
1964	63C	6	144	3			M			Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	63C	8	260	3			M			Gray	33	1585	9	.605	14-1/4"	C30Z-AB
1964	63C	8	260	3				P	A/C	Pink	34	1668	9	.675	14-3/8"	C30Z-AC
1964	63B,C	6	144	3				P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B
1964	63B,C	6	144		4	A	M	P		Orange	49	1275	7-1/2	.570	13-3/8"	C40Z-B

Year	Model	Engine		Transmission			M/S	P/S	A/C	Markings	Code Number	Normal Load	Number of Coils	Wire Diameter	Free Length	Part Number
		Cyl	CID	3-spd	4-spd	FM2										
1964	63B,C	6	144		4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C4DZ-B
1964	63B,C	6	170	3	4	A	M	P		Orange	49	1275	7-1/2	.570	13-3/8"	C4DZ-B
1964	63B,C	6	170	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C4DZ-B
1964	63B,C,D	8	260	3				P		Gray	33	1585	9	.605	14-1/4"	C3DZ-AB
1964	63B,C,D	8	260		4	A	M	P		Gray	33	1585	9	.605	14-1/4"	C3DZ-AB
1964	63B,C,D	8	260		4	A	M		A/C	Gray	33	1585	9	.605	14-1/4"	C3DZ-AB
1964	63B,C,D	8	260		4	A		P	A/C	Pink	34	1668	9	.675	14-3/8"	C3DZ-AC
1964	66A,B	6	144	3	4	A	M	P		Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	66A,B	6	144	3	4	A	M	P	A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	66A,B	6	170	3	4	A	M	P		Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	66A,B	6	170	3	4	A	M	P	A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	66A,B	8	260	3	4		M	P		Silver	35	1370	9	.585	14-1/4"	C3DZ-U
1964	66A,B	8	260			A	M	P		Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	66A,B	8	260	3	4	A	M	P	A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	71	6	144		4	A		P	A/C	Silver	35	1370	9	.585	14-1/4"	C3DZ-U
1964	71	6	144		4	A	M			Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	71	6	144	3			M	P		Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	71	6	144	3			M	P	A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	71	6	144		4	A		P		Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	71	6	144		4	A	M		A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	71	6	170	3	4			P	A/C	Silver	35	1370	9	.585	14-1/4"	C3DZ-U
1964	71	6	170			A	M	P	A/C	Silver	35	1370	9	.585	14-1/4"	C3DZ-U
1964	71	6	170	3	4		M			Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	71	6	170		4			P		Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	71	6	170	3	4		M		A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	71	6	170			A	M	P		Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	71A	6	170	3				P		Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	71B,C	6	170	3				P		Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	71	8	260	3	4		M			Silver	35	1370	9	.585	14-1/4"	C3DZ-U
1964	71	8	260	3	4			P		Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	71	8	260	3			M	P	A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	71	8	260		4	A	M		A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	71A	8	260		4	A		P	A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	71B,C	8	260		4	A		P	A/C	Gray	33	1585	9	.605	14-1/4"	C3DZ-AB
1964	76A,B	6	170	3	4	A	M	P		Orange	49	1275	7-1/2	.570	13-3/8"	C4DZ-B
1964	76A,B	6	170	3	4	A	M	P	A/C	Orange	49	1275	7-1/2	.570	13-3/8"	C4DZ-B
1964	76A,B,D	8	260	3	4	A	M	P		Gray	33	1585	9	.605	14-1/4"	C3DZ-AB
1964	76A	8	260	3			M		A/C	Gray	33	1585	9	.605	14-1/4"	C3DZ-AB
1964	76B,D	8	260	3			M		A/C	Pink	34	1668	9	.615	14-3/8"	C3DZ-AC
1964	76A,B,D	8	260	3				P	A/C	Pink	34	1668	9	.615	14-3/8"	C3DZ-AC
1964	76A,B,D	8	260		4	A	M		A/C	Pink	34	1668	9	.615	14-3/8"	C3DZ-AC
1964	78	6	144		4	A	M	P	A/C	Silver	35	1370	9	.585	14-1/4"	C3DZ-U
1964	78	6	144		4		M			Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	78	6	144	3			M	P		Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	78	6	144	3						Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	78	6	144		4		M		A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	78	6	144			A	M	P		Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	78	6	144	3				P	A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	78	6	170		4		M			Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	78	6	170	3			M	P		Red	36	1196	9-1/2	.560	15"	C3DZ-Y
1964	78	6	170	3			M		A/C	Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	78	6	170		4			P		Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	78	6	170			A	M	P		Yellow	37	1275	9-1/4	.570	14-1/2"	C3DZ-Z
1964	78	6	170		4	A	M	P	A/C	Silver	35	1370	9	.585	14-1/4"	C3DZ-U
1964	78	6	170	3				P	A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	78	8	260	3	4	A	M	P		Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	78	8	260	3			M		A/C	Brown	32	1460	8-3/4	.585	14-1/4"	C3DZ-AA
1964	78	8	260	3				P	A/C	Gray	33	1585	9	.605	14-1/4"	C3DZ-AB
1964	78	8	260		4	A	M	P	A/C	Gray	33	1585	9	.605	14-1/4"	C3DZ-AB

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Car club impact

The car club in the United States is alive and well and some are returning to the post recession membership numbers to serve the car collector in this great country. What a luxury it is to be able to have and restore and use antique cars in America today!

With the help of Hemmings and Dan Ehrmann, President of Club Express a club management organization, I have put together a profile of car clubs in America today.

There are approximately 8,500 active cars clubs.

The average collector car club has 200 members. Most have less. This number is skewed by some giant car clubs like the Porsche car club that has 50,000 members. Even though Porsche owners are reputed to be the most painful to be around in our hobby, that is a big club!

Average membership fee is \$35.00 with more and more clubs offering a discount to members who agree to not demand a paper newsletter which must be printed and mailed. Car shows and car meets are the main reason to be a member of clubs, plus the camaraderie of enjoying events and having social events pre planned for you.

When members attend a national meet, they get a much better local flavor of the place because of the host or show chairman being from that place than if they had simply visited as a tourist.

Many gifts to the needy are coordinated by car clubs. If you assume the average car club gives away four hundred dollars per year, that is 3.4 million dollars per year given to charity. Most clubs give away far more than that annually.

Every national car convention takes a minimum of 60 hotel room nights. If only half the clubs did a convention and took sixty nights at each convention, and each hotel room cost eighty nine dollars, that is an economic impact of \$24,030,000 per year from car club car shows.

The most common reason given for dropping out of car clubs is complaints of too much non-auto activities during meetings—fund raising discussions, treasury expenditures discussions, and political tensions or factions within the club.

Some I interviewed observed that multi-brand clubs seem to be more interesting as they are comprised of true car lovers, not just parochial one brand devotees.

Others noted that clubs like BMW, Porsche, Corvette, Mustang, or Camaro who still have a current car being manufactured seem to have events dominated by members showing brand new vehicles.

How is it fair to compare a restored car to a car they have only washed ten times? When I drive up to the place the local Mustang club meets, I am amazed how few older cars are out in the parking lot, even in warm weather months. The older Mustang is far outnumbered by the less than five year old Mustangs parked outside.

I have noticed that the orphan clubs and multi-brand clubs seem to attract a special breed of car lover. Some of the most interesting car club members I have met were Studebaker whose last year was 1964, Edsel, whose last year was 1960, Franklin whose last year was 1934, and the station wagon owners whose last year was 1996.

Car lovers know each day one of their loved cars slips beneath the surface into a crusher, never to be seen again. I know that that every day the iceberg of ignorance sinks another station wagon.

Maybe the only true danger to the car club is leaders who are strong in administrative skills, but forget that members do not want to hear excessively about non-automotive subjects in their newsletters and at monthly meetings. Save that for your day job.

How about growth? Here are some ideas I would propose to grow a club.

- 1) Free membership to members under 25 years of age.
- 2) Promote your activities to car lovers who may not own an old car, but who might enjoy a social outlet. Handout a copy of your national magazine.
- 3) Man a booth at swap meets with a car to attract attention and pass out flyers. Give a discount to those who sign up at the show.
- 4) Advertise your club in *Hemmings* and *Old Cars*.
- 5) Keep it car related / happy at meetings. I was recently a guest at a Corvair club meeting and it was dominated by in depth reports of recent health catastrophes of members, including their personal finances and marital situations. I have not been back.
- 6) Keep long winded people away from the microphone. When I go to a meeting, I notice how long some people drone on with side track stories. Have a ten minute gong. If you can't say it in ten, you just messed up. Every minute a speaker is droning on is one less minute we members get to do what we love best—interact and talk cars.

When I moved to a new state, I called the local Falcon club president and went to a meeting. Those people are still my best friends in the area 18 years later.

Car clubs are wonderful; they make up the happy times of our lives. Let's be careful to keep them what they should be—all about the cars!

—Tim Cleary (FCA #10157)
Gig Harbor, Washington

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California... Here We Come

Places to Visit: California State Capitol



Sacramento is the capital of California and the seat of Sacramento County. The California State Legislature moved to Sacramento in 1854. Under Spanish and, subsequently, Mexican rule the capital had been Monterey, where

in 1849 the first Constitutional Convention and state elections were held. The convention decided that San Jose would be the new state's capital. After 1850, when California's statehood was ratified, the legislature met in San Jose until 1851, Vallejo in 1852, and Benicia in 1853, before moving to Sacramento. In the 1879 Constitutional Convention, Sacramento was named to be the permanent state capital.

Begun in 1860 to be reminiscent of the United States Capitol in Washington, D.C., the Classical Revival style California State Capitol was completed in 1874. Then, in 1861, the legislative session was moved to the Merchants Exchange Building in San Francisco for one session because of massive flooding in Sacramento.

With its new status and strategic location, Sacramento quickly prospered and became the western end of the Pony Express. Later it became a terminus of the First Transcontinental Railroad, which began construction in Sacramento in 1863 and was financed by "The Big Four"—Mark Hopkins, Charles Crocker, Collis P. Huntington, and Leland Stanford.

See the government at work while you take a tour of the California State Capitol. While you are there, make sure to take a walk through the gorgeous Capitol Park.

The Capitol building serves as both a museum and the state's working seat of government. Visitors to the Capitol can experience California's rich history and witness the making of history through the modern lawmaking process.

Hours:

Weekdays: 8 am to 5 pm

Weekends: 9 am to 5 pm

Admission: Free

Tours hourly: 9 am - 4 pm

Groups: By reservation





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Show Highlights

Show events include the Ladies Tea, Pizza Party, Banquet, Cruise, Falcon Parts tour, and a visit to Old Sacramento.

FCA and Sacramento Microsite

Visit this website to get more information on Sacramento. It includes driving directions, discounts, and special events taking place in Sacramento the week of the show! Go to visitsacramento.com/falconclub/.

Contact Info

For questions regarding registration, please contact Shirley Barrowman by email at 2falcons@att.net.

For conference questions or any other miscellaneous questions, please contact Ray Johnson by email at 57ray@pacbell.net or phone 707-535-6476. Check out our event website westcoastfalcons.com for information.

You can enhance your visit by taking a guided tour of the historic Capitol or by visiting the Museum. The museum offers free tours to individuals and groups of nine or fewer. Reservations are required for larger groups. Guided tours go out daily on the hour. Visitors are also welcome to take their own, self-guided tours.

Building tours include interpretive information on the historic offices, legislative chambers, and artwork in addition to the Capitol's unique history and architecture. Capitol Park tours are available upon request for the 40-acre park, which includes a World Peace Rose Garden, plantings from around the world, and significant memorials and monuments.

Visitors can view revolving exhibits and restored historic rooms. A theater on the lower level presents several interpretive films.

The Camellia Grove pays tribute to the pioneers who shaped the state. Sacramento has a long-running attachment to the camellia flower, and since early statehood this flower has been a trademark of the city. Camellias were first introduced to California in the 1850s and have become a Sacramento tradition.



The Great Seal is one of many symbols that decorate the Capitol and represent the state's people and resources. Delegates at California's first constitutional convention determined its design, but not without controversy.

Records of their lively debate document the delegates' disputes. Their conversations show that symbols take on different meanings to different people.

When presented with the proposed design, one delegate rejected it. He felt bags of gold and bales of merchandise should replace the prospector and the bear. Another believed that a bear should appear only if shown being captured by a lasso-wielding cowboy. In the end, the delegates overcame their differences. They officially adopted the seal on October 2, 1849.

In 1907 a stained glass representation of the Great Seal was installed in the ceiling of the hallway leading from the Capitol's rotunda. To show off an exciting technological advance of the time, electricity rather than sunshine was used to light up the seal.

— capitolmuseum.ca.gov
 — wikipedia.com

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Use password imFCAiwi! to access technical articles at falconclub.com.

FORD FACTS

1 Ford Motor Company produced a range of vehicles from the Ford Model A in 1903 to the Model K and Model S (Ford's last right-hand steering model) in 1907. The K, Ford's first six-cylinder model, was known as "the gentleman's roadster" and "the silent cyclone" and sold for \$2,800. By contrast, the Enger 40 was priced at \$2,000, the Colt Runabout \$1,500, the high-volume Oldsmobile Runabout \$650, Western's Gale Model A \$500, and the Success hit the amazingly low \$250.

2 During the great depression, Ford, along with other manufacturers, responded to the collapse in motor sales by reducing the scale of their operations and laying off workers. By 1932, the unemployment rate in Detroit had risen to 30% with thousands of families facing real hardship. Although Ford did assist a small number of distressed families with loans and parcels of land to work, the majority of the thousands of unskilled workers who were laid off were left to cope on their own.

3 The company enthusiastically supported the war effort after Pearl Harbor, making it a major component of the "Arsenal of Democracy" that President Roosevelt had promised would mobilize industrial resources to win the war. The company produced 390,000 tanks and trucks, 27,000 engines, 270,000 Jeeps, over 8000 B-24 Liberators, and hundreds of thousands of parts, gun mounts, and machine tools for the war effort. It ranked third among corporations in the value of wartime production contracts.

— wikipedia.com

HOW TO ADVERTISE IN

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Ads and photos may be sent by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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PHOTO OF THE MONTH



It's time to get in the mood for spring! Bruce and Pam Wolfe's (FCA #949) 1963 convertible is pictured here parked by a cherry tree with their neighbor's American flag in the background. Don't miss their story in this month's magazine.

Restore YOUR Ford

1932-96 Pickup
1932-72 Car

FORD RESTORATION PARTS
DENNIS CARPENTER
SINCE 1970

\$99.00 Purchase or Less ships \$9.99 | \$100.00 or More Purchase ships \$14.99

Restores Suspension Stability

Upper Control Arm Shaft Kit
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C302-3047-A \$38.00 each

Restores Steering Column To Like New Appearance

Steering Wheel.
Original 17" dia. (black only)
Fits 1960-63 Falcons
C302-3600-A \$225.00 each

Restores Door Lock Security

Matched Pair Door Lock Cylinders with Key
Fits 1960-63 Falcon
B7A-7821984-PR \$40.00 pair

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1960-72 Falcon / Fairlane
includes 1960-70 Comet
1960-79 Ranchies / 1968-71 Torino

1932-1947 Ford Pickup
1948-1956 Ford Pickup
1957-1966 Ford Pickup
1967-1979 Ford Pickup
1980-1996 Ford Pickup
1966-1996 Ford Bronco
1939-1964 Ford Tractor
1936-1965 Cushman Scooter

Parts Assistance 704.786.8139 Open Mon-Fri 9am to 5pm Sat 9am to 12 (Eastern) Email: info@dennis-carpenter.com 4140 Concord Parkway S., Concord, NC 28027

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